

RAILROADS FACE THE BIG PROBLEM

Efforts to Be Made as Soon as Possible to Transfer Troops

WASHINGTON, Aug. 11. American railroads are face to face with their greatest task. Between Saturday, September 1, and Wednesday, September 5, 500,000 soldiers of the national army must be mobilized. They must be moved from 500 cities and towns to sixteen cantonments. Troop trains must have the right of way and Government materials must move without a halt.

Efforts of a hundred freight experts are at work on the plan of transportation. Twenty-eight railway executives of the railway committee of the Council of National Defense are scheming. Lieutenant Colonel Chauncey Baker, of the quartermaster corps, is working on the problem. Staff experts of Provost Marshal General Enoch Crowder also are busy.

Railway men today said the movement of the troops would be accomplished with a minimum of inconvenience to regular passenger and freight traffic. For a period of forty-eight hours, however, it is highly probable there must be some delay in the maintenance of schedule time.

Moving the first third of the national army will take about one-eighth of the equipment of the 176 railroads of the United States. It is estimated that 18,887 cars will be needed and 1058 locomotives. This means that there will be 698 trains of approximately sixteen cars each moving with troops over 176 different railroad systems in the United States simultaneously. This traffic feat will require 100,000 men in the country and 12.6 per cent of the total number of passenger cars.

EXERCISE TO EVERY BOARD To facilitate the movement of the troops, a railway expert will be assigned to every local board. With the local boards, the local boards will advise the scheme of mobilization. Orders have been issued that the most direct route will be used and no discrimination between routes will be made in the case of partial mobilization.

It now appears that September 3 and 4 will be the two critical days of the transfer will fall. On September 1 local boards will call for the men to mobilize at the headquarters of the board. In some districts this will mean the ordering of large supplies of food prepared at points where the troop trains may stop.

WORK BEING HASTENED More than 100,000 men are working with all haste in the sixteen cantonment camps scattered throughout the country. It is possible that the first of America's new national army will be mobilized.

With the settlement of differences which threatened strike troubles in all the camps, reports from the sixteen cantonments indicate that most of them will be ready by the middle of September at the latest. The reports show 114,646 men employed in construction work in the camps.

Tens of thousands of feet of lumber are being poured into these camps daily. Every man capable of driving a nail or guiding a saw is being given a job. From 5000 to 11,000 men are at work today in each of the camps. Thousands of motortrucks, teams and wagons are engaged in the work of hauling lumber and supplies. Until actual freight trains are carrying the lumber from mills to the cantonments.

IN CAMP IN SIX WEEKS Within another six weeks the first of America's 687,000 national army men will be in camp. Before snow flies all will be in the cantonments. Here are the reports from the various camps:

ATLANTA, Ga.—Cantonment 60 per cent complete; about 1100 buildings in all; six thousand men now at work; ready about September 10.

WRIGHTS TOWN, N. J.—Fifty per cent work complete; 5000 men employed in construction; ready the middle of October.

CHILLICOTHE, O.—Forty per cent complete; 325 buildings including 250 barracks, now ready; 4000 men at work; September 1; camp fully completed; November 1; 5500 men employed in construction work.

BATTLE CREEK, Mich.—Forty barracks ready; complete by next November; 6000 men employed; delay in shipment materials being up work.

CONTRACTS FOR 48 SHIPS APPROVED

New Federal Board Orders 88 Wooden and 60 Steel Vessels

WASHINGTON, Aug. 11. Huge shipping contracts—aggregating 775,000 tons and an outlay of \$100,000,000—were approved by the Shipping Board today. The tonnage will include eighty-eight wooden vessels and sixty steel ships, it is stated.

With Chairman Hurley's signature on these contracts today and Admiral Capps' acceptance of the contracts, sponsored by the Emergency Fleet Corporation legal staff, the final difficulty left over from the Goethals-Denman regime has been placed behind the new board.

The contracts are those drawn by General Goethals, but which have been held up until Admiral Capps could study them carefully. His work was completed last night.

The men who resigned, George Rublee, Joseph P. Cotton, George P. Howland and Edward Burling, all of whom were serving without pay, and George H. Savage. These men drew the contracts, sponsored by Goethals which Denman refused to sign during the late shipping row. They are stepping down because they believe Admiral Capps should be permitted to choose his own staff.

Rublee and Burling probably will become associated with the Shipping Board under Hurley immediately. One of the men in expected to be named general counsel of the board, a position now vacant.

Only slight changes were made in the Goethals contracts by Admiral Capps. A different arrangement for paying the firms engaged in the work had been made, and some of the figures are understood to have been trimmed somewhat. No firm can draw money of the board, for instance, unless it shows material and labor on hand.

Hurley's action today narrowly averted a delicate situation arising again in the board. Some contractors who had been told by Goethals to go ahead with their work had made tremendous preparations, and one had spent more than \$125,000 in enlarging his plant in New England to handle the contract. He would have lost large sums through Admiral Capps' refusal of the Shipping Board in approving the contracts Goethals had drawn.

The step taken today is only the first one. Millions more in contracts are now being worked out by Admiral Capps. Among the firms given contracts are Groton Iron Works, Groton, Conn.; Mendel Engineering and Construction Company, Chicago; Danahy Drydock and Shipbuilding Company, Boston; Point Shipbuilding Company, Sandy Point, Me.; Freepost Shipbuilding Company, Freeport, Me.; Saginaw (Mich.) Shipbuilding Company; Percy & Small, Bath, Me. and the States Maritime Company, Brunswick, Ga.

Commerce Body Studies Gas Rate

Continued from Page One

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LOUISVILLE, Ky. (Camp Taylor)—Now more than half ready; 9000 men at work; completed September 5.

GERMANS HURLED BACK 6 Times at Westhoek

Continued from Page One

gains were made in the Ypres-Menin road neighborhood. Fighting was reported from all sections of the western front today. Between the Swiss Alps and the North Sea there were bursts of infantry activity and, at places where the foot soldiers were inactive, the big guns were thundering incessantly.

The most violent struggles have been taking place in West Flanders, on the Somme and north of the Meuse River and in the Champagne-Verdun sector.

In West Flanders the British and French are acting in concert in a vigorous thrust toward the great German base of Roulers, 12 to 15 miles north of the Meuse River. The French are now less than nine miles from Roulers. The town is being shelled at intervals with long range French and British guns.

The British gain east of Ypres yesterday morning extended over a front of nearly two miles, virtually all positions to a depth of several hundred yards were carried at the first rush. As a result the forward German positions east of the town of Hooge and between Preenburg and the Ypres-Peronne road were won and are still being held.

JAPAN SENDS UNITS TO JOIN ALLIED FLEETS

LONDON, Aug. 11. Additional Japanese naval units have joined the Entente forces in Europe, it was officially announced today.

WASHINGTON, Aug. 11. Officials here were greatly interested today in the London report that additional Japanese naval units had joined the Entente forces in Europe. At the Japanese embassy it was stated that no information had yet reached there regarding the matter.

From a source close to the embassy it was learned, however, that the Japanese naval forces have been expected for some time to arrive in the Atlantic to co-operate with the United States-British-French naval forces now combating the submarine menace in the Mediterranean, and it is believed that it is a craft of that type that the London dispatch refers to.

When the Imperial Japanese mission that is to visit this country reaches Washington, it is understood, one of the questions to be taken up with it will be the transfer of Japanese merchant vessels from the Pacific to the Atlantic trade. Japanese destroyers co-operating in the Atlantic with the American and Entente forces would mean that this transfer was to come, officials were inclined to believe this afternoon.

FRENCH AGAIN SCORE GAIN IN FLANDERS

By Agency Radio PARIS, Aug. 11. Another gain for the French troops in Belgium was reported by the War Office today. Fresh progress was scored in attacks against the German front in the Langemarck. Twenty German prisoners were captured.

Heavy artillery duels took place during the night in sections of Pantheon and Ploeghe, north of the Aisne River, in the heights district around Auberville (Champanne), and on both banks of the Meuse. Despite bad weather, French aviators were active in the air. The War Office stated that German camps and aerodromes near Colmar and Habsheim were bombed.

GERMAN-BULGARS FLUNG BACK ON MACEDONIA LINE

By Agency Radio PARIS, Aug. 11. Attempts by the German and Bulgarian troops to storm French trenches near Laun, Presba were repulsed, the French War Office announced today in an official statement devoted to Macedonian operations. The Bulgarians sustained some minor losses.

On the Vardar River and in the bend of the Tcherina River lively artillery combats are increasing. French aviators successfully bombed German-Bulgarian hangars at Ajmovo and military depots at Soro and Svojodovo.

GERMANS STRIVE TO KEEP OPEN ROAD FOR RETREAT

By HENRY WOOD WITH THE FRENCH ARMIES AFIELD, Aug. 11. The Germans are figuring on the possibility of a strategic retreat from the Somme. Flinders forcing them to retreat to their next defensive line.

A desperate hope of retaking positions north of the Somme and the Champagne region is what inspired the German attack on the French line, it appeared today. The Crown Prince resumed attacks along both the Chemin-des-Dames and the Meuse valleys.

Medals Awarded FOR HUMANITY ACTION

Eight Men Who Risked Lives to Save 100 Horses Receive Tributes From S. P. C. A.

Eight young men today received medals for bravery from the Women's Pennsylvania Society for the Prevention of Cruelty to Animals for saving more than 100 horses from burning in a fire at James Irvin's stable. Twenty-fifth and Moore streets last June.

BLACK QUITS JOB; SCORNS BRUMBAUGH

Highway Commissioner Sends in Caustic Letter of Resignation

CHARGES OF FAVORITISM

HARRISBURG, Aug. 11. State Highway Commissioner Frank B. Black today announced that he has placed his resignation in the hands of Governor Brumbaugh at the request of the Governor, effective August 18. Commissioner Black's appointment is credited to Myrsdale, Somerset County, his home, and he was before appointment as highway commissioner a member of the State Commission of Agriculture. He became highway commissioner by appointment of Governor Brumbaugh July 5, 1916.

Black's letter to the Governor, which was forwarded to Mr. Main, follows: "I wish to acknowledge receipt of your letter of the 2d instant, in which you request my resignation as Highway Commissioner of Pennsylvania, effective August 15. In defense of myself and my friends generally throughout the State, I feel it my duty to make the following statement:

"The reasons set forth in your letter, especially those pertaining to the manner in which I have conducted my office, are small and insignificant, that they are not worthy of a reply.

"As for your other charges pertaining to the matter of legislation, I would say that I have no objection to the publication of reports of all legislation affecting the highway department, and a reference to these reports will show my suggestions as to what to do with the same. I have had full knowledge of all bills affecting this department before taking any action.

"I also presented to you a detailed statement of the policy of the department in the distribution of all funds to which it is now take exception. I want to say that I intend publishing this list, as prepared, and let the public be the judge whether I am right or wrong. Your criticism of the department is not in my view, as far as you touch it in too small a way. It is a proposition that affects the entire State, and the people are certainly entitled to know the facts of the case. I have the money appropriated to this department.

"As you requested, this statement was presented to you before being given out for publication, and, inasmuch as you disapproved of the procedure, I did not see it to be published. I certainly cannot see that I have been unfair to you and any criticism as to censorship certainly must rest with you.

"The policy of the department as to the distribution of its funds has been announced from time to time, as you know, and is well known to the public, that policy being that the money would be divided equitably and that each county would get its just proportion.

"I gather from your letter that you do not desire to treat the counties fairly and equitably with the money parcelled out to the counties. The fact that you have offered to meet the State on a 'fifty-fifty' basis in the construction of State highway routes is an indication that the State Highway Department has the confidence of the public, and if the measure proposed it will subject the department to endless criticism and will be a crime for which you and your political advisers will have to answer. Since I have been in office, there has been no mystery connected with the Highway Department, and its work has been known to you as well as to the public generally.

"The way I look at this proposition is that the State has made no more changes made with a view of blinding the real issue for requesting my resignation. It has been my aim to run the department along business lines instead of being used as a political issue.

"I have refused consistently, as is well known both to yourself and your political associates, to turn the department into a political machine. At your own personal order, contrary to the judgment of the department, I have appointed four superintendents whose appointments were insisted upon by you solely for political reasons, to take the place of men of experience, and in each case these appointments were made in the face of my protest to handle the work and resigned voluntarily, which simply illustrates what it would mean if the work of the department were to be controlled by political parties.

"Continuous changes have been made during my administration, and the removal and removals for political reasons, the practice of which I could not countenance. Such methods tend to completely demoralize the department and to bring about a financial loss in handling work and cause constantly changing ineffective and inefficient personnel, and in this way the department must lose the confidence of the public.

"Inasmuch as every indication points to the fact that it is your idea that the work of the highway department should be handled along political lines, without regard to the public interests, it affords me great pleasure to tender my resignation, effective August 15, as I do not care to be associated in any way, shape or form with works handled along these lines.

"Yours very truly, "F. B. BLACK, "State Highway Commissioner."

For months it has been known that friction existed between the State Highway Department and other branches of the Government. J. Denny O'Neil, Insurance Commissioner, in particular, is said to have been after the scalp of Black and the no surprise if he loomed up strongly as a candidate for the place. It is said that Black's methods of administration have not suited either the Vares or the Penrose faction, some of his bureau chiefs being accused of being "dictatorial." Especially displeasing to some of the men residing in other States, thus cutting down the jobs that might otherwise have gone to humbler citizens.

But while it was known that Black's retirement had been considered from time to time, his resignation today came out as a surprise, and was a complete surprise to Capitol Hill.

Black is a successful business man, having accumulated a fortune estimated at \$1,000,000, and about his home county. He never had any previous experience in road building previous to his appointment and in large measure contented himself with carrying out policies of the late Highway Commissioner King, whom he had succeeded and whose organization he maintained almost in its entirety.

KILLED BY AUTOTRUCK

Young Man Victim of Accident—Driver Arrested

Harry Rittenberg, twenty-two years old, 608 South Third street, was killed today by an autotruck today on Broad street near Chestnut. He was driving a Buick when he was struck by a truck.

Tie-Up on Chestnut Street

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Tie-Up on Chestnut Street

JOHN P. JACKSON APPOINTED MAJOR

State Labor Head Commissioned in Officers' Reserve Corps

PHILADELPHIANS NAMED

WASHINGTON, Aug. 11. John Price Jackson, head of the Pennsylvania Labor Department, has been appointed a major in the officers' reserve corps, as announced in a list today by the Adjutant General.

Others appointed are: Walter G. Long, first lieutenant, 1225 West Allegheny avenue, Philadelphia, 32; John Graham, Jr., first lieutenant, 32 Summit street, Chestnut Hill, Philadelphia; Harry B. Corran, first lieutenant, Wilming, Del.

George Orr, first lieutenant, 2611 Monterey street, Atlantic City. Ralph A. Spangler, first lieutenant, Conshohocken. Elmer C. Goebert, first lieutenant, 632 Somerville avenue, Philadelphia.

Joseph G. S. Horton, first lieutenant, 213 South Thirtieth street, Philadelphia. South Thirtieth street, Philadelphia. Merlon Dudley S. Horton, first lieutenant, Merlon, Pa.

The following have been appointed to the medical corps: George S. Pierzo, major, 1913 Spruce street, Philadelphia. Charles B. Heitz, captain, Allentown. Edward L. Clemens, first lieutenant, University Hospital, Philadelphia.

William H. Crowley, first lieutenant, 2997 Arch street, Philadelphia. George K. Tweddel, first lieutenant, Presbyterian Hospital, Philadelphia. James M. McMonagie, first lieutenant, 1147 Snyder avenue, Philadelphia. Frederick H. Leavitt, first lieutenant, Philadelphia General Hospital.

George A. Brown, first lieutenant, Girard College, Philadelphia. Paul B. Haskett, first lieutenant, 4002 Tenth street, Philadelphia. Thomas Klein, first lieutenant, 248 South Seventeenth street, Philadelphia.

William Whitaker, first lieutenant, 5449 Germantown terrace, Philadelphia. Frederick H. Leavitt, first lieutenant, 1619 Pine street, Philadelphia. Percy G. Hamlin, first lieutenant, Philadelphia General Hospital.

John W. Truglio, first lieutenant, 2025 Walnut street, Philadelphia. Joseph Turner, first lieutenant, Sixty-fourth street and Eastwick streets, Philadelphia. John G. Murrin, first lieutenant, 5401 Chestnut street, Philadelphia.

Edward B. Rogers, first lieutenant, 814 Haddon avenue, Collingswood, N. J. Those appointed first lieutenants in dental service are: George A. Coleman, first lieutenant, 235 South Fifteenth street, Philadelphia. De Forest W. Ewing, first lieutenant, 3014 Girard avenue, Philadelphia.

Henry D. Westney, 1210 Pacific avenue, Atlantic City. Thomas H. Traville, 308 West Minor street, West Chester. Edwin H. Smith, 1626 Diamond street, Philadelphia. Preston Sutch, 2638 North Fifth street, Philadelphia.

William B. Noble, 904 Flanders street, Philadelphia. Allen L. Murphy, 2712 West Somerset street, Philadelphia. Appointments as second lieutenants in the veterinary section: Francis W. Beck, 5715 Woodland avenue, Philadelphia. Henry D. Marton, 4054 Powelton avenue, Philadelphia.

GLI INGLESI ATTACCANO ANCORA NELLE FIANDRE

Le Prime Linee Tedesche Sfondate su di Una Fronte di Circa Sette Miglia

ROMA 11 Agosto. In questi eroici diplomatici corre voce, che e' accolta con favore in Austria, la notizia che la Bulgaria nella trattativa di pace e che la Germania sia molto irritata rifiutato di rompere le sue relazioni diplomatiche con gli Stati Uniti.

L'Austria, si dice, prevede la necessita' di restaurare l'indipendenza della Serbia, e temendo per il suo possesso della Bosnia-Erzegovina, staro' preparando le cose in caso di vittoria degli imperi centrali. Siccome l'informazione e' di natura puramente quantunque non da fonte ufficiale, si ritiene che la Germania e' a conoscenza di tutte le notizie e che anche il governo bulgaro abbia avuto conoscenza degli intendimenti dell'Austria in riguardo al Serbia.

Un diplomatico dell'Intesa diceva ieri a un commesso di queste voci: "L'Austria gioca una carta a lei ben nota cercando di servire i propri interessi e di far cadere l'alleanza. In tutta la storia di questo paese, l'Austria ha sempre cercato di sacrificare gli altri, amici o nemici, per gli interessi della dinastia e questa politica e' stata seguita anche negli anni recenti." "L'annessione della Bosnia-Erzegovina nel 1908 fu tollerata in violazione di tutti i trattati, fu tollerata in Europa, sebbene avesse offerto una causa di guerra. L'Austria sacrifica l'Italia in ogni momento, e questa e' la sua politica. E' il fatto che l'Italia era alleata dell'Austria, non che le venne fatto."

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WORLD GOLD MARK IS PASSED BY U.S.

Holdings Due to War Now \$2,000,000,000, Greatest in History

NEUTRALS REAP HARVEST

WASHINGTON, Aug. 11. A rich harvest of gold has been the reward of neutrality in the great war. With-out exception the trading countries which have remained neutral have all greatly increased their holdings of gold.

The most conspicuous example is Holland, whose gold holdings—nearly \$250,000,000—have increased 200 per cent. The States added to her gold stock until she now has approximately \$2,000,000,000 in gold, a greater amount than any single nation ever held in the history of the world. Since this country's entrance into the war, gold has still continued to come on because war participation has not diminished the ability of the United States to sell vast quantities of supplies.

Japan is a fighting nation which has profited from the war. Her holdings of nearly \$200,000,000 in gold represent an increase of 38 per cent over what they were in 1914.

Germany has fared well so far as gold is concerned. Despite the heavy drains on her exchequer she has been able to keep her gold supply intact by reason of her isolation and inability to trade with the outside world. Her gold holdings are approximately \$500,000,000, representing a decrease of but 2 per cent since the war began. Austria, however, has lost 49 per cent of her holdings and Turkey 50 per cent.

Sweden's gold holdings have increased 89 per cent on account of the war and now amount to \$50,000,000, while Norway's gold holdings stand at a point 53 per cent above the pre-war figure. Spain's gold supply has increased 96 per cent, to \$300,000,000; Switzerland's has increased 83 per cent to \$22,000,000 and Denmark's 50 per cent, to \$30,000,000. Even South America's holdings have increased 8 per cent.

England has maintained a tradition and has been the banker of the world in the war. In paying the bills of many of her allies her gold supply has fallen off 25 per cent. The Bank of England now holds but \$250,000,000 of the metal. France has lost 14 per cent and still has a gold supply of approximately \$1,000,000,000. Italy has lost 10 per cent of her gold and now has about \$200,000,000.

This influx of gold to the neutral countries has not been an unmixled blessing. In every instance an era of high commodity prices has accompanied the gold influx, in accordance with the ancient economic law, which sends prices soaring in the presence of a plentiful supply of the yellow metal.

Your Wife Will Save At Least A Dollar

If you bring the entire family here tomorrow for dinner we serve the best only at a price that will give you lots of patrons

SPECIAL MUSIC THE NEW HOTEL MANOVER</